

"significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

Air Traffic Control, Airports, Navigation (Air).

Issued in Washington, DC on May 19, 1995.

Thomas C. Accardi,
Director, Flight Standards Service.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, part 97 of the Federal Aviation Regulations (14 CFR part 97) is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 UTC on the dates specified, as follows:

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

1. The authority citation for part 97 continues to read as follows:

Authority: 49 U.S.C. app. 1348, 1354(a), 1421 and 1510; 49 U.S.C. 106(g); and 14 CFR 11.49(b)(2).

2. Part 97 is amended to read as follows:

§§ 97.23, 97.25, 97.27, 97.29, 97.31, 97.33 and 97.35 [Amended]

By amending: § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN; § 97.25 LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME; § 97.27 NDB, NDB/DME; § 97.29 ILS, ILS/DME, ISMLS, MLS, MLS/DME, MLS/RNAV; § 97.31 RADAR SIAPs; § 97.33 RNAV SIAPs; and § 97.35 COPTER SIAPs, identified as follows:

* * * Effective June 22, 1995

Mountain Home, ID, Mountain Home Muni, NDB or GPS RWY 28, Amdt 2
Chicago, IL, Chicago-O'Hare Intl, NDB, RWY 32R, Amdt 19, Cancelled
Chicago, IL, Chicago-O'Hare Intl, ILS, RWY 32R, Amdt 21
Kansas City, MO, Kansas City Intl, LOC BC RWY 27, Amdt 12
Jaffrey, NH, Jaffrey Muni-Silver Ranch, VOR-A, Amdt 7
Antigo, WI, Langlade County, NDB or GPS RWY 16, Amdt 4
Cottage Grove, WI, Blackhawk Field, VOR or GPS-A, Orig, Cancelled
La Crosse, WI, La Crosse Muni, VOR RWY 13, Amdt 28

La Crosse, WI, La Crosse Muni, VOR or GPS RWY 36, Amdt 29
La Crosse, WI, La Crosse Muni, NDB or GPS RWY 18, Amdt 17
La Crosse, WI, La Crosse Muni, ILS RWY 18, Amdt 17
Madison, WI, Blackhawk Airfield, VOR or GPS-A, Orig

* * * Effective July 20, 1995

Lincoln, CA, Lincoln Regional, VOR or GPS RWY 15, Amdt 4
Rio Vista, CA, Rio Vista Muni, VOR-A, Orig
Arco, ID, Arco-Butte County, NDB-A, Orig
Hopkinsville, KY, Hopkinsville-Christian County, LOC RWY 26, Amdt 3
Hopkinsville, KY, Hopkinsville-Christian County, NDB RWY 26, Amdt 6
Slidell, LA, Slidell, GPS RWY 36, Orig
Ord, NE, Evelyn Sharp Field, NDB or GPS RWY 13, Amdt 13
Zuni Pueblo, NM, Black Rock, VOR/DME or GPS RWY 7, Amdt 1
Charlotte, NC, Charlotte/Douglas Intl, VOR/DME RNAV RWY 23, Orig
Mt. Airy, NC, Mt. Airy-Surry County, NDB or GPS-A, Amdt 2A, CANCELLED
Wauseon, OH, Fulton County, NDB or GPS RWY 27, Amdt 7
Oklahoma City, OK, Sundance Airpark, VOR/DME RNAV or GPS RWY 35, Amdt 1
Hot Springs, VA, Ingalls Field, NDB RWY 24, Amdt 5, CANCELLED
Sturgeon Bay, WI, Door County Cherryland, SDF RWY 1, Amdt 6
Sturgeon Bay, WI, Door County Cherryland, NDB or GPS RWY 1, Amdt 10

* * * Effective Upon Publication

Chambersburg, PA, Chambersburg Muni, VOR/DME or GPS-B, Amdt 1

[FR Doc. 95-13398 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 28227; Amdt. No. 1666]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, addition of new obstacles, or changes in air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: An effective date for each SIAP is specified in the amendatory provisions.

Incorporation by reference approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

ADDRESSES: Availability of matter incorporated by reference in the amendment is as follows:

For Examination—

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which affected airport is located; or

3. The Flight Inspection Area Office which originated the SIAP.

For Purchase—Individual SIAP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

By Subscription—Copies of all SIAPs, mailed once every 2 weeks, are for sale by the Superintendent of Documents, US Government Printing Office, Washington, DC 20402.

FOR FURTHER INFORMATION CONTACT:

Paul J. Best, Flight Procedures Standards Branch (AFS-420), Technical Programs Division, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8277.

SUPPLEMENTARY INFORMATION: This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs). The complete regulatory description on each SIAP is contained in the appropriate FAA Form 8260 and the National Flight Data Center (FDC)/Permanent (P) Notices to Airmen (NOTAM) which are incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of the Federal Aviation Regulations (FAR). Materials incorporated by reference are available for examination or purchase as stated above.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic

depiction of charts of the SIAPs, but refer to their graphic depiction of charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP contained in FAA form documents is unnecessary. The Provisions of this amendment state the affected CFR (and FAR) sections, with the types and effective dates of the SIAPs. This amendment also identifies the airport, its location, the procedure identification and the amendment number.

The Rule

This amendment to part 97 of the Federal Aviation Regulations (14 CFR part 97) establishes, amends, suspends, or revokes SIAPs. For safety and timeliness of change considerations, this amendment incorporates only specific changes contained in the content of the following FDC/P NOTAM for each SIAP. The SIAP information in some previously designated FDC/Temporary (FDC/T) NOTAMs is of such duration as to be permanent. With conversion to FDC/P NOTAMs, the respective FDC/T NOTAMs have been cancelled.

The FDC/P NOTAMs for the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPS). In developing these chart changes to SIAPs by FDC/P NOTAMs, the TERPS criteria were applied to only these specific conditions existing at the affected airports. All SIAP amendments in this rule have been previously issued by the

FAA in a National Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flight safety relating directly to published aeronautical charts. The circumstances which created the need for all these SIAP amendments requires making them effective in less than 30 days.

Further, the SIAPs contained in this amendment are based on the criteria contained in the TERPS. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs are unnecessary, impracticable, and contrary to the public interest and, where applicable, that good cause exists for making these SIAPs effective in less than 30 days.

Conclusion

The FAA has determined that this regulation only involves an established body of technical regulation for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 97

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Issued in Washington, DC on May 19, 1995.

Thomas C. Accardi,

Director, Flight Standards Service.

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* * * Effective Upon Publication

FDC Date	State	City	Airport	FDC No.	SIAP
04/26/95	FL	Miami	Opa Locka	5/1819	ILS RWY 9L, AMDT 2A...
05/03/95	DC	Washington	Washington National	5/1968	ILS RWY 36 AMDT 38...
05/03/95	FL	Jacksonville	Jacksonville Intl	5/1954	ILS RWY 13, AMDT 4...
05/03/95	MD	Baltimore	Baltimore-Washington	5/1969	ILS RWY 10 AMDT 15...
05/03/95	NY	New York	John F. Kennedy Intl	5/1958	ILS RWY 13L AMDT 14...
05/03/95	NY	Rochester	Greater Rochester Intl	5/1962	ILS RWY 4 AMDT 16...
05/03/95	PA	Philadelphia	Philadelphia Intl	5/1963	ILS RWY 9R AMDT 7...
05/03/95	PA	Pittsburgh	Pittsburgh Intl	5/1964	ILS RWY 10L AMDT 22...
05/03/95	VA	Richmond	Richmond Intl	5/1967	ILS RWY 34 AMDT 12...
05/04/95	IL	Chicago	Chicago O'Hare Intl	5/1992	ILS RWY 14R, AMDT 29, ILS RWY 14R (CAT II) AMDT 29, ILS RWY 14R (CAT III) AMDT 29...
05/04/95	IL	Chicago	Chicago O'Hare Intl	5/1993	ILS RWY 14L, AMDT 28, ILS RWY 14L (CAT II), ILS RWY 14L (CAT III) AMDT 28...
05/04/95	NE	Omaha	Eppeley Airfield	5/1995	ILS RWY 14R AMDT 3A...
05/04/95	NV	Ely	Ely Airport-Yelland Field	5/1996	VOR/DME OR GPS-C AMDT 1...
05/04/95	OH	Bellefontaine	Bellefontaine Muni	5/1986	VOR/DME RNAV RWY 22 AMDT 5...
05/05/95	NY	New York	John F. Kennedy Intl	5/2007	ILS RWY 4R AMDT 28A...
05/09/95	CA	Oakland	Metropolitan Oakland Intl	5/2071	ILS RWY 29 AMDT 22B...
05/09/95	CA	San Francisco	San Francisco Intl	5/2077	ILS RWY 28R AMDT 9...
05/09/95	NC	Morganton	Morganton-Lenoir	5/2068	LOC RWY 3, Orig...
05/09/95	VA	South Boston	William M. Tuck	5/2069	VOR OR GPS-A AMDT 6...
05/10/95	NE	Kearney	Kearney Muni	5/2094	VOR RWY 36 AMDT 9A...

FDC Date	State	City	Airport	FDC No.	SIAP
05/10/95	OK	Oklahoma City	Will Rogers World	5/2088	ILS RWY 35R AMDT 8...
05/10/95	OR	Portland	Portland Intl	5/2072	ILS RWY 10R AMDT 29A...
05/10/95	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	5/2081	ILS RWY 17L AMDT 5A...
05/10/95	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	5/2082	CONVERGING ILS RWY 18R AMDT 2...
05/10/95	TX	Dallas-Fort Worth	Dallas-Fort Worth Intl	5/2084	ILS RWY 18R AMDT 4...
05/10/95	TX	Dallas-Fort Worth	Dallas Fort Worth Intl	5/2086	CONVERGING ILS RWY 17L AMDT 3...
05/10/95	WA	Seattle	Seattle-Tacoma Intl	5/2075	ILS RWY 16R AMDT 11A...
05/10/95	WA	Spokane	Seattle-Intl	5/2074	ILS RWY 21 AMDT 18A...
05/11/95	PA	Meadville	Port Meadville	5/2106	LOC RWY 25 AMDT 3...
05/12/95	AK	Fairbanks	Fairbanks Intl	5/2132	ILS RWY 1L, AMDT 6, CAT I, II, III...
05/12/95	MS	Raymond	Raymond/John Bell Williams	5/2128	NDB OR GPS RWY 12 ORIG...
05/16/95	NC	Raleigh/Durham	Raleigh-Durham Intl	5/2187	ILS RWY 5L AMDT 3A...
05/17/95	DC	Washington	Washington Dulles Intl	5/2199	ILS RWY 1R AMDT 21A...

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RAILROAD RETIREMENT BOARD

20 CFR Part 320

RIN 3220-AB06

Initial Determinations Under the Railroad Unemployment Insurance Act and Reviews of and Appeals From Such Determinations

AGENCY: Railroad Retirement Board.

ACTION: Interim final rule.

SUMMARY: The Railroad Retirement Board (Board) hereby amends its regulations under the Railroad Unemployment Insurance Act (RUIA) to enlarge the authority of Board district offices to make initial determinations on claims for benefits under the RUIA.

EFFECTIVE DATE: June 1, 1995.

ADDRESSES: Submit comments to: Secretary to the Board, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611.

FOR FURTHER INFORMATION CONTACT: Thomas W. Sadler, Assistant General Counsel, Railroad Retirement Board, 844 Rush Street, Chicago, Illinois 60611, (312) 751-4513, TDD (312) 751-4701.

SUPPLEMENTARY INFORMATION: Section 320.6 of the Board's regulations defines the term "adjudicating office" and prescribes the extent of the authority of each such office to make determinations on claims for benefits under the RUIA. Currently, § 320.6(b) authorizes Board district offices to make initial determinations only with respect to certain issues of eligibility for unemployment benefits under the RUIA. Those determination are made on applications and claims for unemployment benefit received in connection with an employee's

registration for unemployment benefits under part 325 of this chapter.

Board district offices have not heretofore been authorized to make determinations on claims for sickness benefits under the RUIA. However, since sickness benefit claimants now file their claims with district offices as part of an agency effort to improve the timeliness of claims processing, the Board is authorizing district offices to make determinations on two issues that often affect eligibility for sickness benefits. The first issue is whether the claimant has filed his or her claim for sickness benefits within the time limit prescribed in § 335.4(c) of part 335 of this chapter; the second issue is whether the claimant has received any form of remuneration, as defined in part 322 of this chapter, with respect to any day claimed as a day of sickness within the 14-day calendar period covered by the claim. Previously, these determinations were made only in the Division of Program Operations of the Bureau of Unemployment and Sickness Insurance. Authorizing Board district offices to make these two types of determinations will expedite the processing and payment of sickness benefits to those persons found properly entitled to payment.

The Board is publishing these amendments as a final rule because the amendments represent organizational changes only and do not affect the substantive rights of any person claiming sickness benefits under the RUIA. However, any person wishing to comment on the amendments may do so within 30 days of the date of this publication in the **Federal Register**.

The Board has determined, with the concurrence of the Office of Management and Budget, that this is not a significant regulatory action for purposes of Executive Order 12866. There are no information collections associated with this rule.

List of Subjects in 20 CFR Part 320

Railroad employees, Railroad unemployment benefits.

For the reasons set out in the preamble, title 20, chapter II, part 320 of the Code of Federal Regulations is amended as follows:

PART 320—INITIAL DETERMINATIONS UNDER THE RAILROAD UNEMPLOYMENT INSURANCE ACT AND REVIEWS OF AND APPEALS FROM SUCH DETERMINATIONS

1. The authority citation for part 320 continues to read as follows:

Authority: 45 U.S.C. 355 and 362(1).

2. Section 320.6 is amended by revising paragraphs (b) and (d) to read as follows:

§ 320.6 Adjudicating office.

* * * * *

(b) *District offices.* Board district offices are authorized to make initial determinations on the following issues relating to eligibility for unemployment or sickness benefits, as the case may be:

- (1) Availability for work;
- (2) Voluntary leaving of work, with or without good cause;
- (3) Failure to accept work or apply for work or failure to report to an employment office;
- (4) Timely registration for unemployment benefits under § 325.2 of this chapter and timely filing of claims for sickness benefits under § 335.4(c) of this chapter;

(5) Receipt of remuneration for claimed days of unemployment or sickness, as the case may be;

(6) Mileage or work restrictions and stand-by or lay-over rules;

(7) Whether the claimant's unemployment is due to a strike.

* * * * *

(d) *Division of Program Operations.* The Division of Program Operations,